



 Our goal with this presentation is to make all fliers aware of the midair potential in the McChord flying area.



• We, as aviators all have the responsibility to be aware of potential conflicts and AVOID them!

•65% occur near airports

•15% on low-level training routes

•10% in military operating areas

The "big sky" theory is not



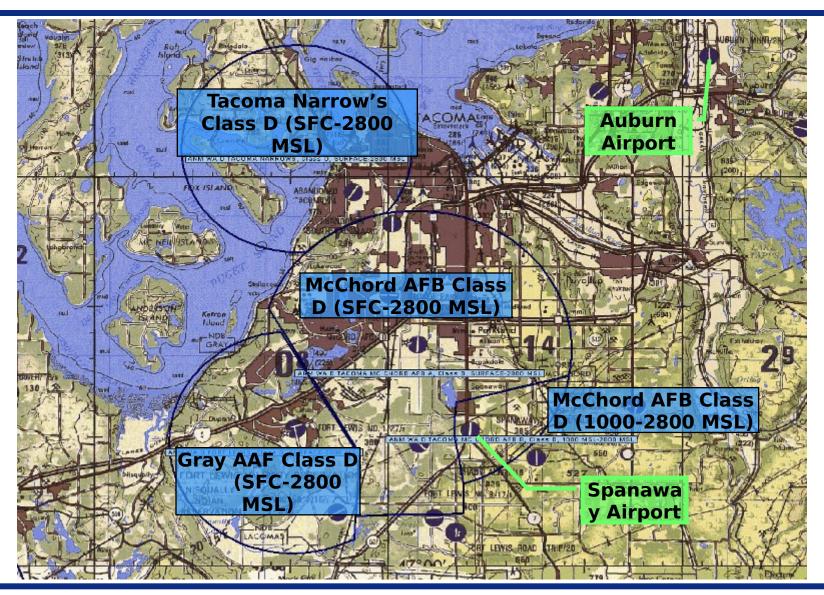
You need to know where the "threat" is and how to scan for traffic conflicts.

Keep a lookout for us and we'll do the same



Our Location





Combat Airlift For America



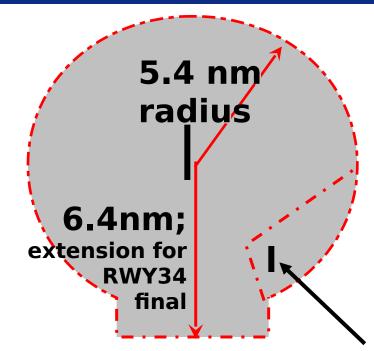
McChord's Airspace



- Class "D" Airspace
- 24 Hours/Day
- VFR Transitions are not a problem
- Two-way radio communications required to enter class D

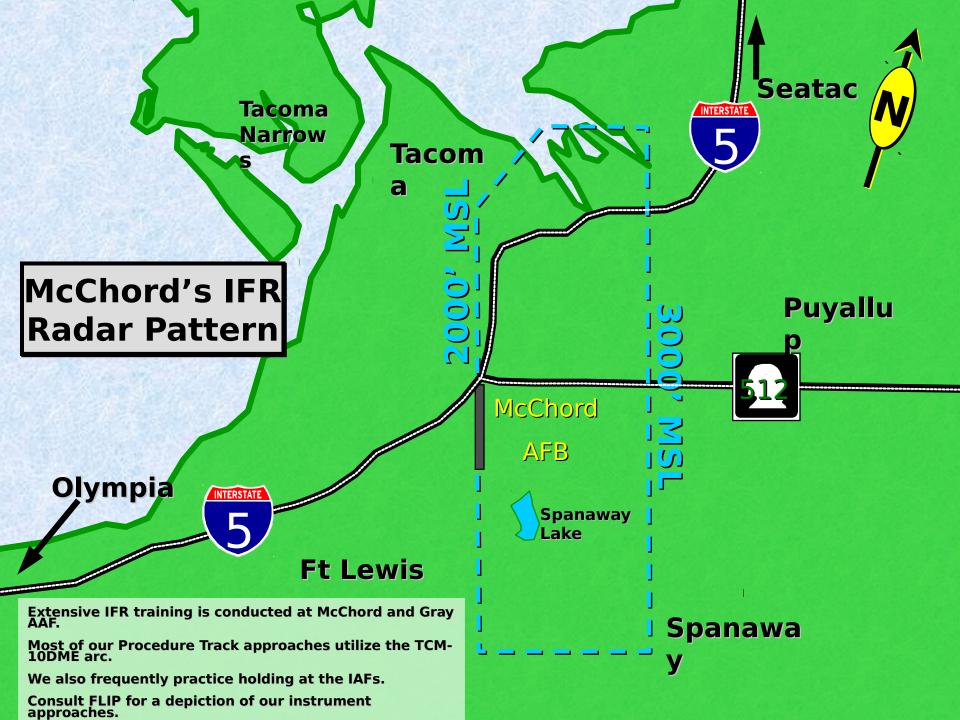
Contact McChord
Tower on

124.8



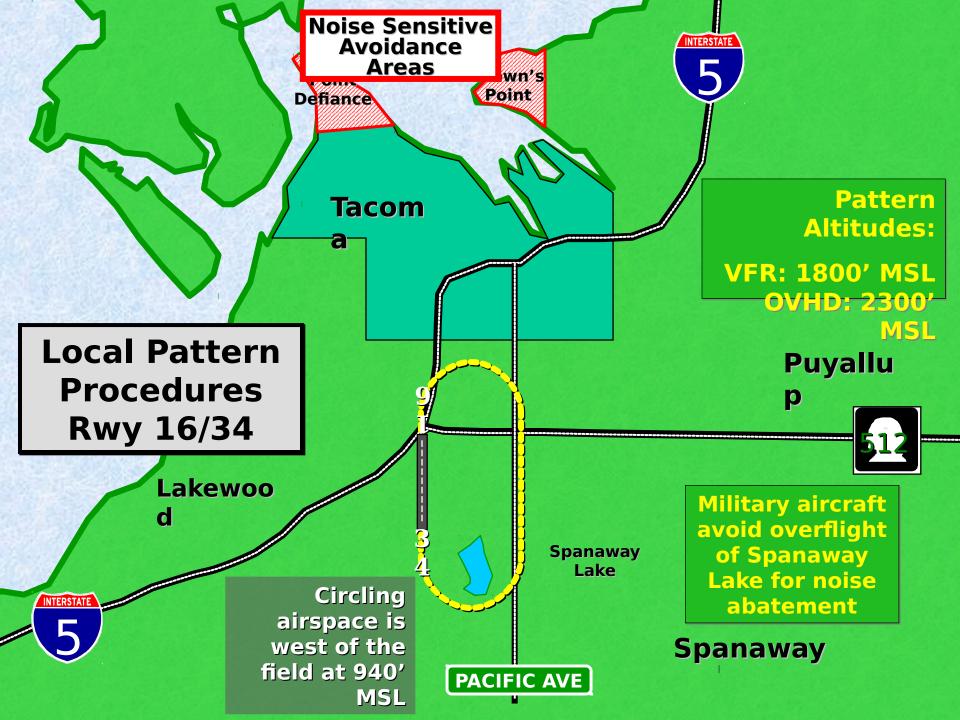
Spanaway operations excluded from Class I SFC to 1000' MSL

Surface to 2500' AGL (2800' MSL)



Most local IFR work is done at altitudes of 2,000, 3,000, and 4,000 feet MSL until on final approach.





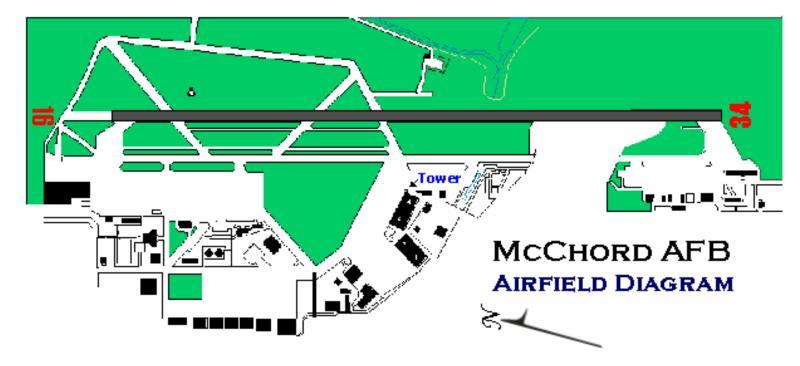


After initial contact with tower, expect airfield crossing instructions, as well as current altimeter and traffic advisories.



McChord's Airfield Diagram





McCHORD HAS ONE 10,100 FOOT (34/16) RUNWAY WITH RIGHT TRAFFIC PATTERNS TO RUNWAY 34 AND LEFT TO RUNWAY 16.

NAVAIDS - VORTAC (TCM 109.6/Ch 33)

ILS (INSTRUMENT LANDING SYSTEM) TO RUNWAY 34 AND 16.

McCHORD TOWER IS OPERATIONAL 24 HRS. A DAY (freq. 124.8)



Aerial Views









McChord is host to many different transient aircraft. In the course of the year, you will share airspace with fighters, bombers, tankers, transports, and helicopters. The m



C-130









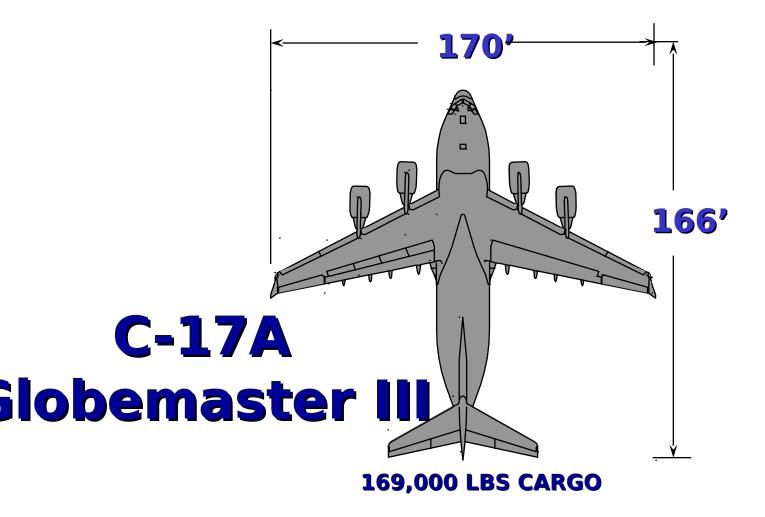






McChord's Primary Aircraft



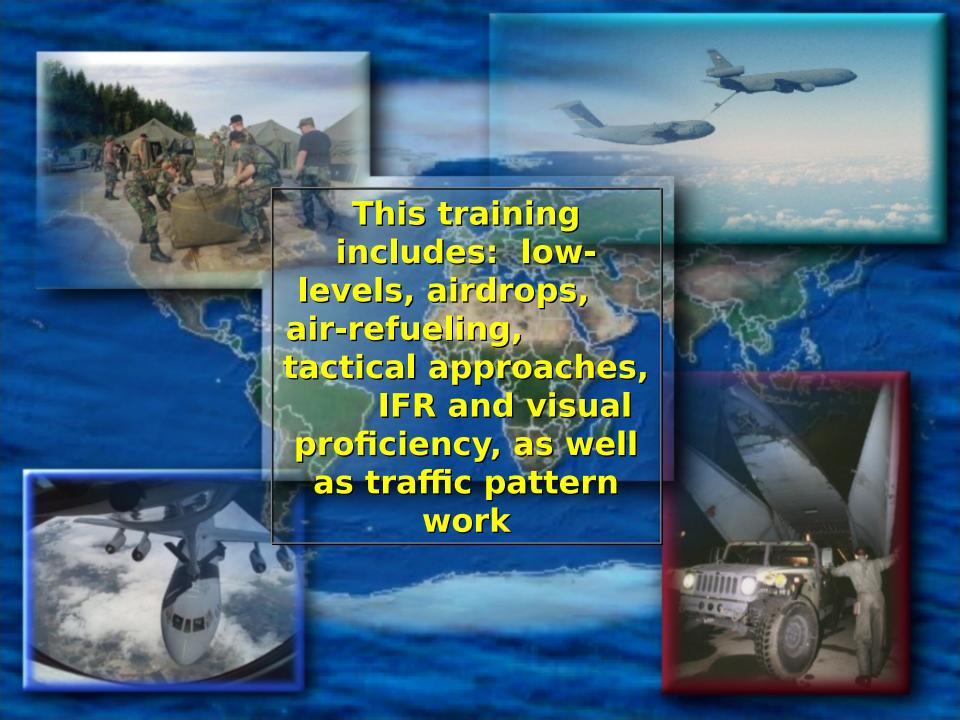


















McChord C-17s also conduct low-level training missions within a 50-mile radius of Moses Lake and Yakima, Washington.

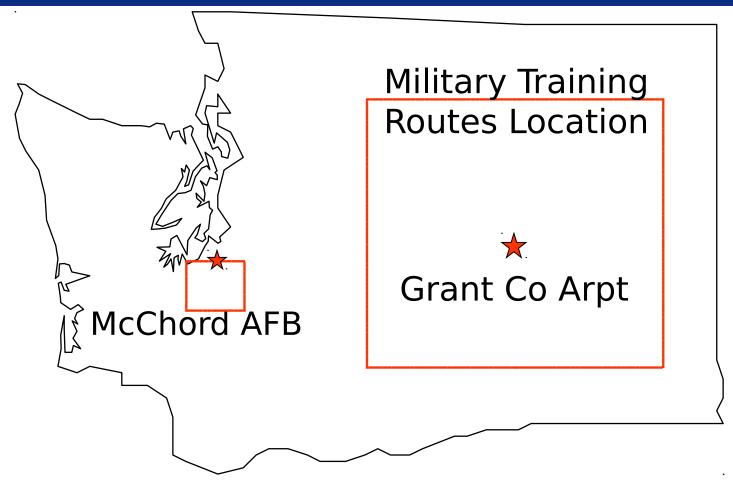
Training includes VFR and IFR approaches to Grant County airport primarily and occasionally at Tri-Cities and Takima.

There are a number of drop zones in and around McChord and Fort Lewis, as well as in Eastern Washington. These are used by our aircrews to practice live aerial delivery of heavy equipment and personnel (paratroopers).



Local Training Areas





The next few slides will highlight the congestion and potential conflicts in our military training route





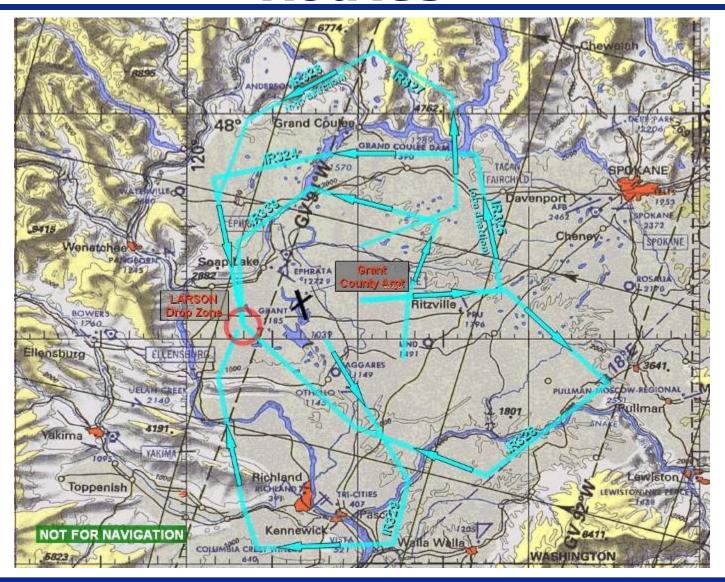
- Three Kinds IR/VR/SR
 - SR (Slow Route)
 - VR (Visual Route)
 - IR (Instrument Route)

- < 250 kts, VFR
- > 250 kts, VFR
 - > 250 kts, IFR

- McChord owns:
 - 8 IR Eastern Washington
 - 1 VR Western Washington

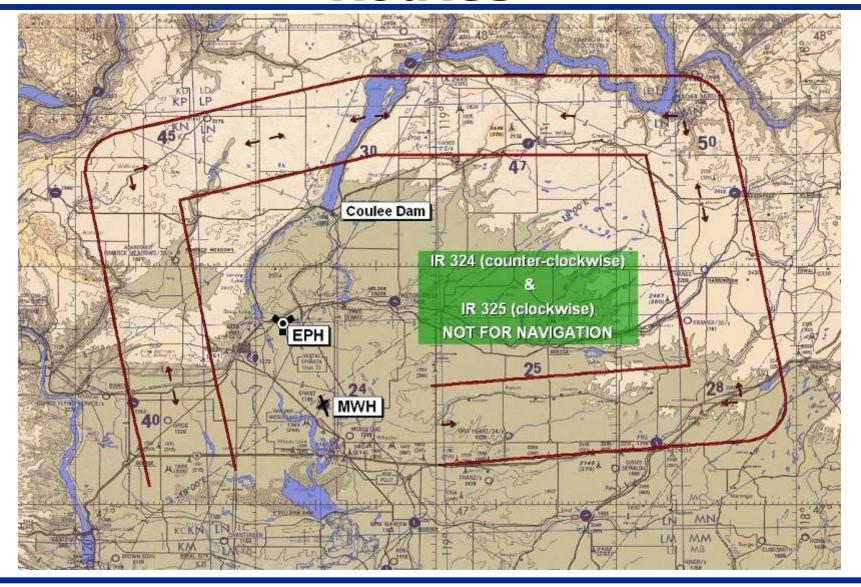






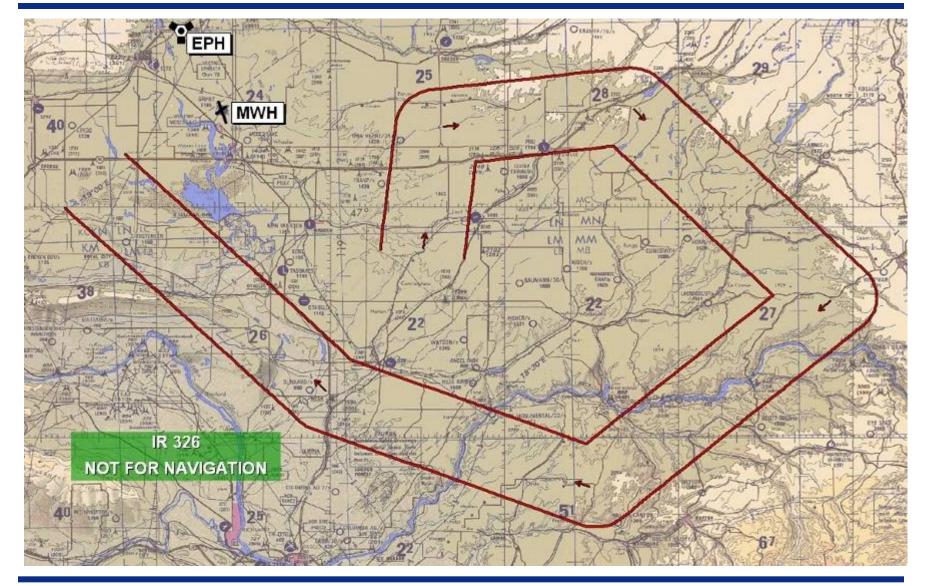






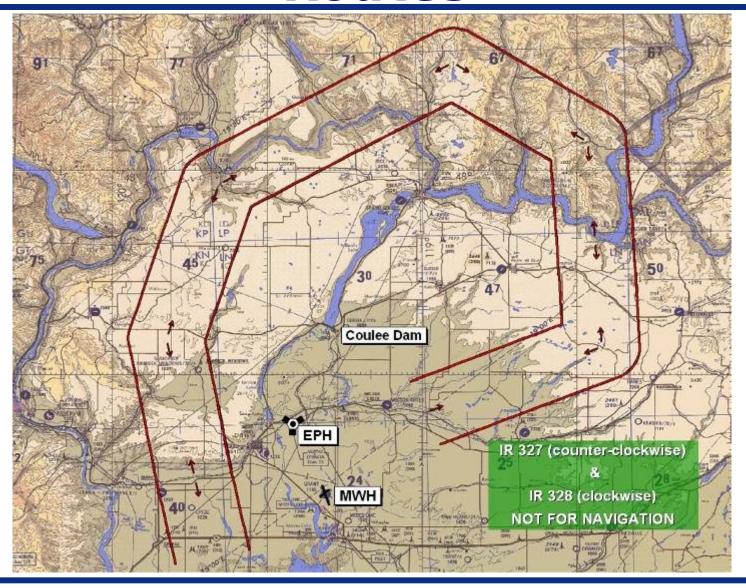








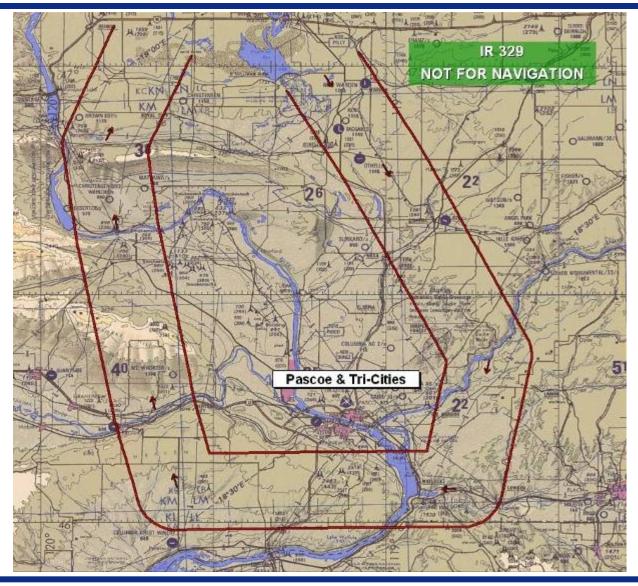




Combat Airlift For America



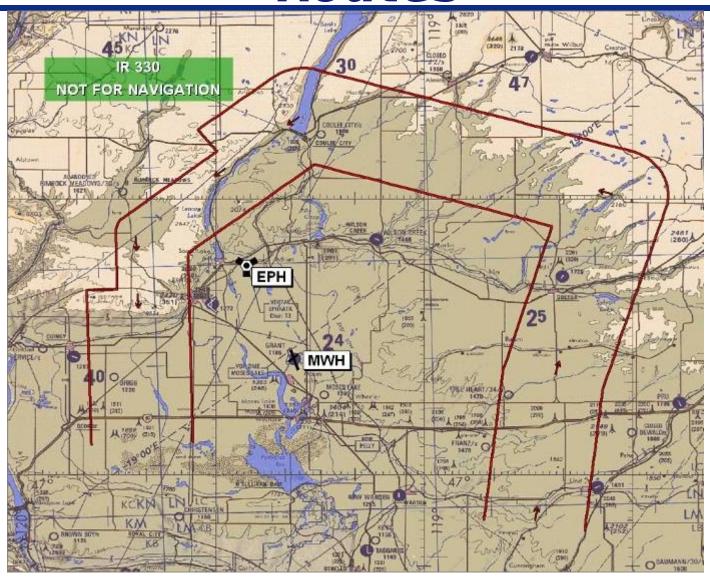




Combat Airlift For America



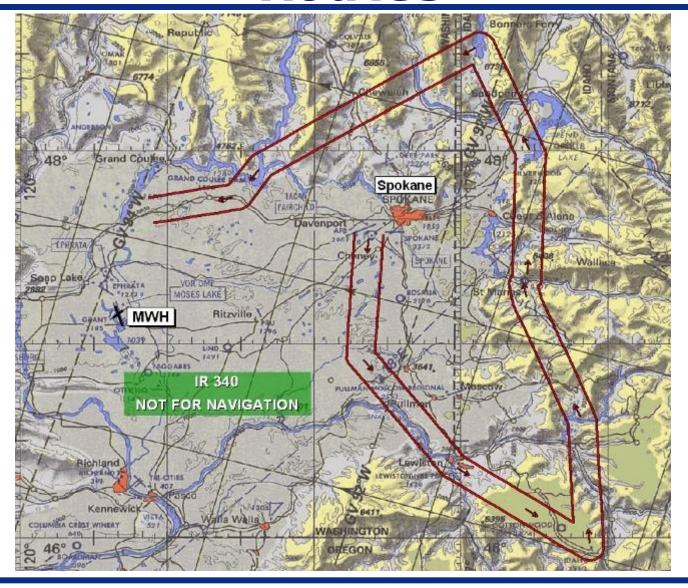




Combat Airlift For America

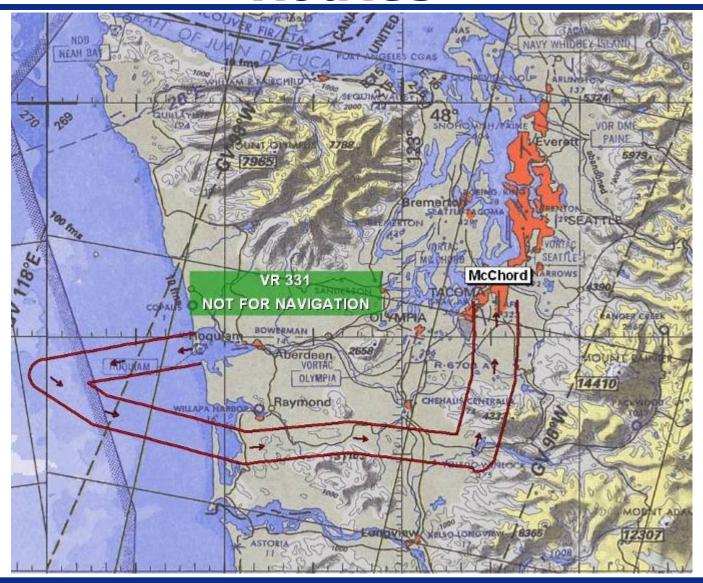








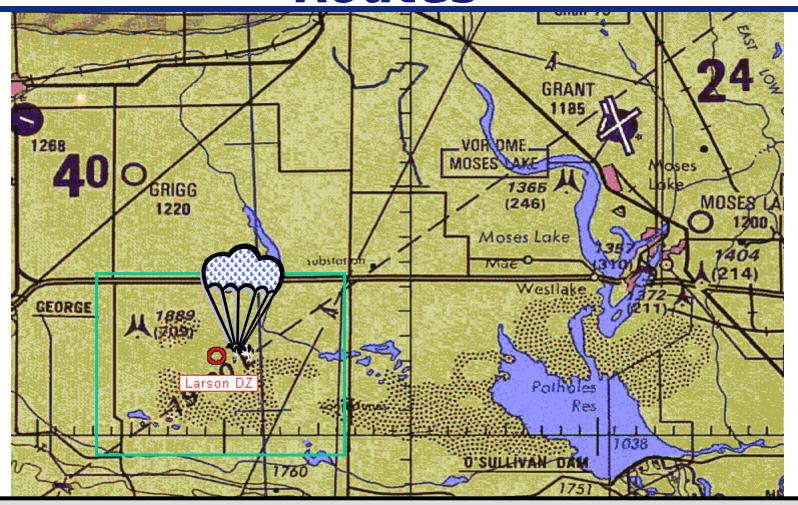




Combat Airlift For America







Almost all of the low-levels converge on the same point. This is the Larson Drop Zone.

Combat Airlift For America



Slow Routes (SR)



- Conducted Under VFR
 - NOT Depicted On Sectional Chart
 - **Altitudes: 300' To 1500' AGL**
 - **x** 5 NM Either Side Of Centerline
 - **x** VFR Flight Following
 - **x** Compliance With FARs Is Mandatory!
- No ATC Clearance Required
- Speed Must Be 250 Knots Or Less
- Must Be VMC
- See And Avoid!

McChord Does Not Own Any Slow Routes and Does Not Fly On Them!

Combat Airlift For America



Visual Routes (VR)



- Visual Flight Rules Apply
- Weather Required: 3000' Ceiling / 5 Miles Visibility
- Speeds In Excess Of 250 Knots
- Must Be Scheduled At Least 2 Hours Prior To Use
- FSS On Schedule Distribution
- No ATC Clearance Required



Instrument Routes (IR)

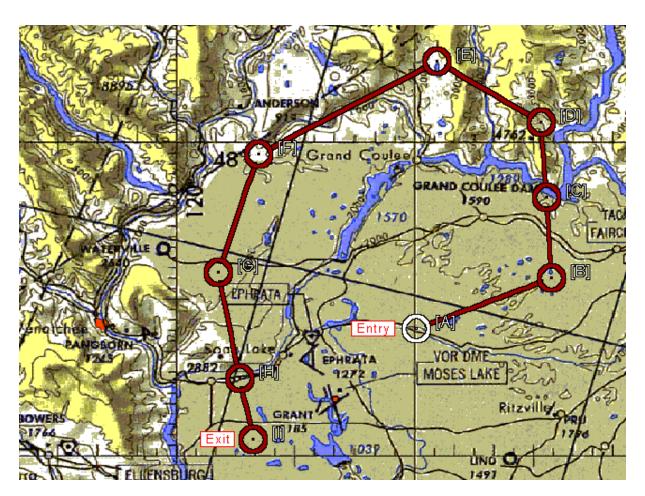


- Conducted Under IFR
- Weather Required: None
- Speeds In Excess Of 250 Knots;C-17s Can Fly Up To 350 Kts
- Must Be Scheduled At Least 2 Hours Prior To Use
- FSS On Schedule Distribution
- Entry Clearance Required (+/- 5 Min)



Example IR Routing





Visit our MACA website to see depictions of all of our low-level routes. Learn the names of the routes that pose a hazard to your flying so that the FSS can tell you if they are in use.

https://public.mcchord.amc.af.mil/maca.html



Common Threads to Near-Mid-Air Collisions



- Human Error: People make mistakes
 - **¤** Pilots
 - **¤** Controllers
- Communication
 - Miscommunication
 - **x** No Communication
- Environment
 - **x** Anywhere
 - **Anytime**



PSA Flt 182 after colliding with a Cessna 172.
All aboard both aircraft and seven on the ground were killed.



Common Avoidance Techniques



- Become Aware Of Areas Of Greatest Activity
- Fly At Higher Altitudes
- File IFR Flight Plans Or Use VFR Flight Advisories
- Make Your Position Known
 - **x** External Lights
 - **¤** Radios
 - **¤** Transponder



Develop Effective Scan

Visit our MACA website and download the Mid-Air Collision Avoidance Pamphlet for an excellent discussion on collision avoidance techniques:

https://public.mcchord.amc.af.mil/maca.html



Scanning Techniques



- Clear Before Every Turn
- During Final Approach Look Above And Below Your Flight Path
- Block System
 - **¤ 10-15 Degree Area**
 - Do Not Continually Move Eyes

Visit our MACA website for an excellent discussion on collision avoidance techniques: https://public.mcchord.amc.af.mil/maca.html



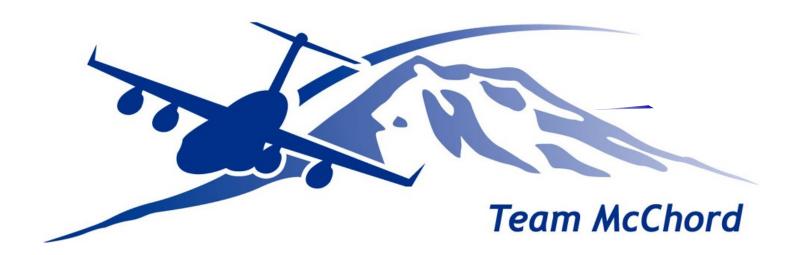
Mid-Air Collision Avoidance



If you have any question, call our offi

Flight Safety: (253) 982-3105

Airfield Operations: (253) 982-5215



It's EVERYONE'S Job!!!